

## BOOM IS PLANNED TO DEFEAT TAFT

Progressives Would Use Garfield, of Ohio, to Down the President.

### PROJECT BEFORE LEADERS

Fearing Loss of State, They Would Welcome Anti-Taft Candidate.

(Special to The Times-Dispatch.) Washington, July 16.—The Washington Times this afternoon prints the following political story:

"For President, James Rudolph Garfield, of Ohio, is being planned by the Progressives as a candidate to defeat Mr. Taft."

"That is the latest proposition, and on the word of persons very close to Mr. Garfield, the former Secretary of the Interior is giving serious and favorable consideration to the idea of entering the race and making a fight to take his home State away from President Taft."

"Progressive Republicans have some arrows yet in their quiver that have not been suspected. A fight on Taft in his own State is one of these."

"Recognizing that no outside man could stand a chance to take the nomination from the President, Mr. Garfield's friends have been feeling out the situation with the thought of making Garfield their standard-bearer in a State-wide fight."

"The President's recent declaration that the President's hold in his own State is so weakened, and the feeling as strong that if nominated he would be defeated, that many Ohio Republican leaders are turning to the idea of Garfield."

"It is a matter of desperate seriousness with these leaders. They believe their State would be certain to go Democratic if Taft and Harmon should be the opposing candidates. An Ohio Democrat at the White House would give so much strength to his party, the home State that Republicans would be hopelessly demoralized. It might be many years before they could restore a condition in which Republicans would have an even chance."

"The candidacy of Mr. Garfield would be particularly embarrassing to Senator Theodore E. Burton. He and Garfield both belong to the Cleveland wing of the party, each is a promising candidate for the gold medal to be voted to the favorite son of the north end of the State. Mr. Burton has of late been appearing more or less in the attitude of a spokesman of the administration."

"Charles P. Taft would be looked to as general manager of the interests of his brother, and the politicians calculate that each of the two candidates would develop most strength in his own part of the State—Taft in the south, Garfield in the north."

"Mr. Garfield would have, should he become a candidate, the support of all anti-Taft elements in the party. The La Follette forces would line up behind him, and beyond this there is strong feeling that the candidacy of Garfield would force Theodore Roosevelt into an attitude of acquiescence, if not support."

"A red-hot contest for the Ohio delegation, it is declared by the anti-Taft Republicans, would have nation-wide influence. It would give encouragement to the anti-administration movement in other States, and be followed by pressing the fight all along the line. Moreover, it would make it possible to focus attention on the series of issues that would naturally associate themselves with the name of Mr. Garfield."

"The former Secretary of the Interior in Washington to-day, and especially his political purposes by reason of his presence. A number of his progressive friends have talked with him recently, and while he has been unwilling to make any final decision, they express the strong hope that he will yet become a candidate."

"The plan of bringing out favorite sons in the effort to keep a majority of delegates away from Taft, has never had much countenance in progressive circles."

"But there is considerable disposition to change front, in view of the Garfield talk, and to encourage the progressive favorite-son candidates with this end in view, and with the purpose of making a combination later on some other than Taft."

### SUNDAY RAGTIME

Brass Band Leads Negroes to Special Excursion Train.

When Sharon's brass band left the headquarters of the Eastern Star Benevolent Club, a negro organization, on Church Hill, at 9:30 o'clock last night, 126 club members and a few strangers were just behind. By the time the band reached the Byrd Street Station at least 500 negroes had joined the parade. The inspiring strains of ragtime acted like a magnet.

At midnight a special train of seven coaches left for Norfolk, and the Western Railway for Norfolk, loaded to the doors. The excursion was given by the colored club. Members took no chances in missing the train, as they arrived at the depot two hours before the train was scheduled to leave.

## REGARD AGRICULTURE AS SOURCE OF INCOME

Transportation Companies Beginning to Give Special Attention to Its Development—What a Recent Investigation Shows.

(Special to The Times-Dispatch.) Washington, July 16.—That many of the transportation companies of this country are coming to appreciate agriculture as a source of income and are giving special attention to its development is shown by investigations recently made by the farmers' institute division of the office of experiment stations of the department of Agriculture. In conducting these investigations, inquiries were sent to more than 100 railroad corporations of the United States and Canada requesting information as to what each company has done, if anything, in assisting agriculture. Replies were received from all who were addressed. These replies show that of the 103 companies sending in reports, fifty-two have been active to a greater or less extent in rendering assistance in an educational way to the agricultural interests of the districts which their lines traverse.

A special investigation into the extent of the operation of agricultural instruction trains in the United States just completed reveals the fact that fifty-two of the leading railroad companies had engaged in this form of disseminating agricultural information during the year ended June 30, 1910. The number of cars employed aggregated 239, an average of 4.6 cars per train. The fifty-two trains traversed a total of 131,337 miles during the year 1909-1910, showing that the total amount of freight carried during that year, 73,683,720 tons were direct products of agriculture; 29,593,352 tons were animals and other products; 97,194,700 tons were products of forests, making a total of 131,337 tons of freight carried by the transportation companies of the United States that year furnished by these three divisions of agriculture.

Interests Interdependent.—These two great interests—agriculture and transportation—therefore, are interdependent. Injury to one is injury to both. For their highest development and mutual benefit, co-operation is a necessity. The railroad needs freight, the farmer needs transportation. Consequently what the company does to increase production along its lines it is doing for itself, and the farmer in like manner is directly interested in everything that tends to render transportation more serviceable in getting his products promptly into market and in good condition.

The agricultural train, the agricultural scientist in railroad employ, the circular of agricultural information, the demonstration farm and other activities recently introduced into their systems and operated by the railroad companies are a recognition of this interdependence and constitute an effort to improve agriculture that already has begun to show beneficial effects. What the companies have done shows appreciation of agriculture as a permanent and constantly increasing source of revenue, and the success already achieved is encouragement for extended efforts on the part of the companies, in the direction of the development of agriculture in this country as an opportunity offers, and as the needs of the country require. Their vast resources and special facilities for directing intercourse with agricultural people everywhere afford advantages for aiding in rural betterment not possessed by any other agency. Now that co-operation has not only been shown to be possible, but has been begun so auspiciously, its expansion to include all of the transportation companies of the country as well as many other lines of effort for agricultural development would seem to be limited only by ability to secure a sufficient force of capable men to carry the projects into effect.

Cost of Operating.—The cost of operating agricultural trains per day was reported by thirty-one of the companies, and averaged \$95.80 each, aggregating for the 336 days during which these trains were run \$32,383.60. If the trains run by the companies not reporting the cost equal this average per day, the expense for the whole 336 days would reach a total of \$50,429.43. Forty-three of the trains reported the number of lecturers carried as 346. These lecturers contributed altogether 3,609 days of service, an average of about 19.43 days for each lecturer, with eight lecturers to each train. If the other trains that ran, and occupied eighty-seven days in the aggregate, had the same number of lecturers, eight per train, it would add 696 days, making a total of 4,305 days or a period of instruction equivalent to 1435 years of 336 days each. If the lecturers employed received an average salary of \$2,500 per year, the amount would be \$11,262.50. This sum added to the cost of running the trains would make the aggregate expense for the year \$91,429.43.

Reports received from twenty-six of the trains that were run show an attendance of 615. If the other trains whose attendance was not reported equaled this number, it would make a total of persons reached during the year 379,290.

Important Results.—It is important to note how soon important results valuable to the railroad companies are accomplished through extending a comparatively small amount of assistance to agricultural people along their lines. One company states that through its efforts not only has there been a large increase in the production of staple crops along its lines, but in fruit and truck growing also. There has been an increase of fully 100 per cent in the last five years. In the year 1905, it hauled 1,500 cars of fruit and truck.

The relation between farming and cheap, rapid and safe transportation is most intimate. The farmer must have an outlet for his crops, the transportation company, on the other hand, is dependent upon the prosperity of business in the regions through which it passes for profitable freight. Farms make freight. The reports of the railroad companies of the United States for the year ended June 30, 1909, show that of the total amount of freight carried during that year, 73,683,720 tons were direct products of agriculture; 29,593,352 tons were animals and other products; 97,194,700 tons were products of forests, making a total of 131,337 tons of freight carried by the transportation companies of the United States that year furnished by these three divisions of agriculture.

At the time of the collision both vessels were pretty heavily loaded, the Almoraz having taken part cargo at Baltimore, and Norfolk, and the Hallamshire having on board 5,500 tons of phosphate rock from Pensacola, Fla., and 500 tons of bunker coal.

When the crash came men in the fire and engine rooms of the Almoraz were thrown from their feet by the crash, but stood by the engine. J. M. McAllister, who was in the engine room when the collision occurred, but went up to find out what the trouble was as soon as he regained his feet. It is impossible for the agents of either boat, the United States Shipping Company for the Almoraz, and Hasler, Leitch & Co. for the Hallamshire, to state before the survey what the damage would be.

The damage to the Hallamshire is expected to reach a considerable sum, as it will be necessary to remove her sixteen damaged pipes, each twenty-four feet long, and put in new ones, which will take seven days alone. Besides what other damage might be ascertained when the survey is made on her.

Manager Cowan Signs Edwards

Bill Callahan Dropped by Colts, and Good Man Goes With Team To-Day.

Catcher William Callahan, of the Colts, was let go yesterday by Manager Cowan, and George Edwards, one-time catcher on the Norfolk team, was signed to officiate behind the bat. Edwards caught for Norfolk the year that club won the pennant in the Virginia League, and his work is such that fans believe Cowan had made a wise move. Edwards, who is already a native of Richmond from Roxbury, Mass., has worked in the Three I League, in the South Atlantic and elsewhere. He will leave the city early this morning for Danville. Rapp or Verhout will pitch to-day, and either Cowan or Edwards will catch.

Since taking charge of the Colts as manager, Cowan has made good. He has also made himself popular with the players and the crowds attending the game, and with proper support he will pitch Richmond in the lead. Manager Bradley is negotiating for another pitcher, and things are picking up.

## WILL PAY TRIBUTE TO DEAD COMRADES

Survivors of Battle of Crater Called to Meet on July 30.

### GRAYS ON PRACTICE MARCH

N. & W. Belt Line in Regular Operation—Other Petersburg News.

Times-Dispatch Bureau, 109 North Sycamore Street, Petersburg, Va., July 16.

Colonel William H. Stewart, of Portsmouth, chief of the Crater Legion of Mahone's Brigade and commander of the famous old Sixty-first Virginia Regiment, has issued a call to the survivors of the charge of the Crater to assemble in Blandford Church, Petersburg at 5 o'clock in the afternoon on Sunday, July 30, the forty-seventh anniversary of the battle of the Crater, to pay tribute to the dead of Mahone's Brigade who lost their lives in the battle of the Crater. A tablet will be unveiled to the memory of these heroes, and appropriate memorial services will be held. The address on the occasion will be delivered by George S. Bernard, president of the Petersburg Chapter of the Crater Legion, who will present the tablet to the Ladies' Memorial Association, in whose keeping and custody it will be sacredly preserved. On the tablet the names of the one hundred or more men of Mahone's Brigade who fell in the battle of the Crater are inscribed. The survivors of the Crater battle are comparatively few now, and are rapidly growing less in number.

Practice Marches.—The Petersburg Grays, Captain Robert Gilliam, have for several weeks been taking Saturday evening practice marches out to the Riverside Club, in Dinwiddie county, where the company has been on duty and practice until Sunday evening. Captain Gilliam is preparing and instructing the company for the approaching State encampment in Culpeper.

Death in Dinwiddie.—Wess Hamner, a well-known farmer and citizen of Dinwiddie county, died yesterday morning. He is survived by a large family and three brothers and a sister.

General News.—The Norfolk and Western Belt Line around Petersburg is now in regular operation, and the through freight and coal trains are passing over it instead of through the city.

The Petersburg tobacco market is still open, though the weekly sales are very light. The market will be kept open throughout the summer for the accommodation of planters who have not yet disposed of their crop. Mr. and Mrs. John Herbert Claiborne, Miss Donald Claiborne and Robert Claiborne have gone to the mountains for the summer.

### PICKPOCKET, HARD PRESSED, ESCAPES IN A BALLOON

Makes a Flying Leap into the Basket Just as the Air Craft is Leaving the Ground.

Sayre, Okla., July 16.—Hot-footing it some distance in advance of the town marshal, his pursuer, a pickpocket made a strenuous leap to the basket of a balloon near here just as the air craft was leaving the ground, and sailed away to safety.

The balloon had been filled with gas and the aeronaut, George Harvey, was in the basket, ready to start, when the marshal discovered the pickpocket taking a wallet from a pocket of a citizen whose attention was centered on the balloon.

The marshal attempted to catch the thief, and the pursued man ran and leaped into the basket as it cleared the earth. He refused to heed the marshal's warning cry of "Stop, thief!"

At the height of several hundred feet the thief drew a revolver and warned Harvey not to release the ripcord on his balloon until he was ordered to do so. After the pair had traveled fifty miles the unwelcome passenger gave the word, and the balloon was lowered. Ten feet from the ground the thief leaped from the basket and ran. Relieved of part of its burden, the balloon again shot upward.

When Harvey finally effected a landing several hundred yards from where the thief had alighted he had disappeared.

### Children Cry FOR FLETCHER'S CASTORIA

(Reg. U. S. Pat. Office)

Lenses—our own production—bestow the greatest Eye Comfort. Filtra Lenses eliminate by absorption the objectionable Ultra Violet rays, reducing the light and increasing visual acuity. No more conspicuous than any ordinary white lens, thus overcoming the objection to amber or colored lenses.

We are SOLE MANUFACTURERS OF FILTRA LENSES. Try them and you will be delighted. Prescription work specialty, with complete manufacturing plant on the premises. We furnish everything GOOD FOR THE EYES.

The S. GALESKI Optical Co.

Main and Eighth Sts. and 223 East Broad Next to Corner

KODAK HEADQUARTERS

## It May Be Hot, But---

Pleasantly cold chills will shoot up and down your spine when you read the thrilling story, "THE BLOOD BOND," by James J. Carroll, in the next great Sunday issue of

## The Times-Dispatch

### More About Lord Stranleigh

The conclusion of one of ROBERT BARR'S clever series of Lord Stranleigh stories is also to be found in this issue. Don't fail to read it.

### More Hot Weather Reading

Just the right kind of literature for this kind of weather is to be found in the Illustrated Sunday Magazine. The contents for next Sunday include, in addition to the the above: "Living Up to a Guilted Rep," by Hugh Pendexter; "Wonderful Women of the World," giving an interesting version of Madame De Stael, by Deshler Welch; "The Slow 'Up' Mystery," by A. G. Greenwood; "An Amazing Escape," a strange story of circumstantial evidence; "Frank Fables of Family Folks," by Sophie Irene Loeb; "Mr Bullyragg's Waterloo," by Max Merriman; "The World's Highest Restaurant," by Charlotte Phillips; "How One Bush Leaguer Blew Up," by Lin McLean. All enclosed in

### A Beautiful Colored Cover

These are only a few of the features contained in the Sunday edition of

## The Times-Dispatch

ORDER IT NOW

## DROWNING MEN SAVED BY STEAMER

Help Comes Just as Canoeists Were About to Give Up Struggle.

Atlantic Highlands, N. J., July 16.—The Jersey Central steamboat Asbury Park, due at her pier here at 5:55 o'clock, yesterday evening rescued two venturesome canoeists about three-quarters of a mile out in Sandy Hook Bay. The steamer threw a life preserver, which both caught, and then, before she had fairly checked her headway, sent down a lifeboat from her starboard side, in command of Second Officer Bernard Devlin, with a crew of six men, and picked them up.

Some 500 passengers cheered themselves hoarse. The steamer had arrived just in the nick of time, for the two young men were both so exhausted that they were able to help themselves or the sailors but little as they were hauled into the life boat.

They were Edward R. Warnick, of New York, and James Collins, of Newark, who have been camping for the last two weeks on the bluffs just south of this place. They had gone out in their canoe in bathing suits and had hoisted a small log of mutton sail, which carried them rapidly out in the bay before the strong southeast wind and the flood tide. The sea became lumpy and their little cockle shell filled.

The canoeists were not much worried at this, believing that they could right their craft. After several attempts, however, they found they could not do so. They then abandoned the canoe, which rapidly drifted away from them, and tried to swim to the pier.

Their plight was not understood on the Asbury Park until she was nearly abreast of them. She reversed her twin screws as she came down upon them, and the men called feebly for help. Just as the lifeboat came running down to the water, Fritz Torst, a sailor, dived from the hurricane deck of the big boat and grabbed Warnick just as he was sinking.

The rescue was all accomplished in a few minutes, and the Asbury Park had resumed her way to the pier, towing the lifeboat with the rescuers in it working over the two men who lay helpless in the bottom. They were carried ashore at the pier, and then, by direction of the captain of the Asbury Park, were taken to his quarters in the steamer, where they rested until they were able to make their way back to their camp.

The yacht Joyeuse, owned by Henry W. Savage, following the Asbury Park, picked up the abandoned canoe about half an hour later, and bringing it to a different landing, started a report

## STRUCK BY TRAIN, TWO MEN KILLED

Badly Crushed Bodies Found by A. C. L. Tracks, Near Jarratt.

(Special to The Times-Dispatch.) Emporia, Va., July 16.—Alex Hobbs, aged twenty-six years, and Arthur Willis, aged thirty-five years, two well-known farmers residing near Jarratt, Sussex county, were found dead on the Atlantic Coast Line Railroad track above Jarratt at an early hour this morning. Both men apparently had been struck by a north-bound freight on the Coast Line, though this statement could not be verified.

Hobbs and Willis were seen in Emporia yesterday afternoon, and from reports received from Jarratt to-day, the men must have reached the Sussex town and attempted to go to their respective homes, choosing the railroad right of way for the walk, when struck and killed.

The bodies when found were badly lacerated and crushed.

Burr Sold to Cleveland.

New Orleans, La., July 16.—Manager Frank, of the New Orleans team, tonight announced the sale of Outfielder Burr to the Cleveland club. Burr will not report to Cleveland until the end of the season. The local manager also gave Pitcher "Chick" Frazer, the former major leaguer, an unconditional release to-day.

### BAPTISTS CLOSE BIG ENCAMPMENT

(Special to The Times-Dispatch.) Norfolk, Va., July 16.—A sermon by Rev. R. J. Williamson, of Richmond, on "Holiness" brought the Virginia Baptist Encampment at Virginia Beach to a close. Another sermon that was a feature of the several services held to-day was by Rev. E. Y. Mullins, D. D., on "The Lordship of Jesus."

The report of the committee appointed to procure a site and erect a building for the Annual Association, which was made at the General Association, which will convene in Norfolk in November. Several thousand people attended the exercises to-day.

### YOU CAN FEEL SAFE

From Both SPARKS and RAIN

If you make your roof of the famous G. M. Co.'s "Pearl" Roofing Tin.

Gordon Metal Company

Richmond, Va.

## STRUCK BY TRAIN, TWO MEN KILLED

Badly Crushed Bodies Found by A. C. L. Tracks, Near Jarratt.

(Special to The Times-Dispatch.) Emporia, Va., July 16.—Alex Hobbs, aged twenty-six years, and Arthur Willis, aged thirty-five years, two well-known farmers residing near Jarratt, Sussex county, were found dead on the Atlantic Coast Line Railroad track above Jarratt at an early hour this morning. Both men apparently had been struck by a north-bound freight on the Coast Line, though this statement could not be verified.

Hobbs and Willis were seen in Emporia yesterday afternoon, and from reports received from Jarratt to-day, the men must have reached the Sussex town and attempted to go to their respective homes, choosing the railroad right of way for the walk, when struck and killed.

The bodies when found were badly lacerated and crushed.

Burr Sold to Cleveland.

New Orleans, La., July 16.—Manager Frank, of the New Orleans team, tonight announced the sale of Outfielder Burr to the Cleveland club. Burr will not report to Cleveland until the end of the season. The local manager also gave Pitcher "Chick" Frazer, the former major leaguer, an unconditional release to-day.

### BAPTISTS CLOSE BIG ENCAMPMENT

(Special to The Times-Dispatch.) Norfolk, Va., July 16.—A sermon by Rev. R. J. Williamson, of Richmond, on "Holiness" brought the Virginia Baptist Encampment at Virginia Beach to a close. Another sermon that was a feature of the several services held to-day was by Rev. E. Y. Mullins, D. D., on "The Lordship of Jesus."

The report of the committee appointed to procure a site and erect a building for the Annual Association, which was made at the General Association, which will convene in Norfolk in November. Several thousand people attended the exercises to-day.

### YOU CAN FEEL SAFE

From Both SPARKS and RAIN

If you make your roof of the famous G. M. Co.'s "Pearl" Roofing Tin.

Gordon Metal Company

Richmond, Va.

**STROH'S BOHEMIAN BEER**

THE MOST EXPENSIVELY BREWED BEER IN AMERICA

SERVED WHEREVER QUALITY COUNTS

The PHIL. G. KELLY, Inc., Distributors, 1413 E. Main St., Phone Mad 1358, for a Case.

THE STROH BREWERY CO., DETROIT, MICH.